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No. 14500

號五月十年九零百九千一第

HONGKONG, TUESDAY, OCTOBER 5, 1909.

日二十月八年九十

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THORNE'S
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House of
Commons

SCOTCH WHISKY.

SOLE AGENTS IN
HONGKONG, CHINA & MANILLA.
A. S. WATSON & Co., Ltd.
Hongkong, May 11, 1907.

THE OPIUM FARM MONOPOLY.

Second Highest Tender
Accepted.

A meeting of the Hongkong Executive Council was held yesterday for the purpose of considering the tenders for the sole privilege of preparing and selling opium within the Colony for the next three years. It will be remembered that altogether four tenders were received, these being:—

Per Month
Ku Yiu-shan, Leung Kin-sang, \$98,750
Ho Shai-kit, 98,000
Luk Yee, 96,000
She Ying-luk, 91,000
After a protracted discussion the Council decided to accept the second highest tender, which stands in the name of Mr. Ho Shai-kit, who is, we are informed, a son of Mr. Ho Kom Tong, and who is said to have a strong Chinese syndicate at his back. This means that the farm will yield \$1,183,200 a year under the new conditions, as against \$1,462,000, a loss of \$278,800 on the present rental.

It will be observed that the accepted tender falls short of the highest bid in by just \$1,800 a year, but doubtless the Council had good reasons for making the choice they did. We understand, however, that this is the first occasion in the history of the Colony that the highest tender for the Opium Farm has been set aside.

SPORTING.

Cricket.

Police 2nd XI, v. N.Z.

A friendly match between the Police and the Royal Engineers will be played on Wednesday afternoon at Happy Valley. The Police will be represented by W. Cooper, captain; R. McLennan, J. J. Watt, T. Glendinning, M. O'Sullivan, Garner, G. Cooke, S. Bell, W. Pitt, W. Spillitt, and J. Mody.

Yachting.

A telegram to the Japan Chronicle from Yokohama, says that the inter-city sailing races between the Kobe Sailing Club and the Moqueito Yacht Club of Yokohama were held on September 25 and both races were won by the Kobe crew. The weather was fine, with a light breeze, when Messrs. Ley Albin and Percy the Kobe crew, went out in the Edna at 10.30 in the morning, with Messrs. Cooper and May in the Pel. A good race was won by the Edna by 27 seconds. In the afternoon the crews changed boats, and the Pel, sailed by the victors, finished one minute in front of the Edna. This race was finished in a heavy downpour of rain.

Interport Golf at Kobe.

The annual Interport Golf Match between teams representing Kobe and Yokohama was played on Sept. 26, on the links of the Kobe Golf Club at Rokkoso, in ideal golfing weather, the course being in splendid condition, the green true and the play generally of a high order. Kobe led by 3 points, on the singles in the morning but Yokohama won 2 matches to 1 in the Foursomes in the afternoon and Kobe therefore only won by two points after a very fine struggle.

The Amateur Golf Championship of Japan was played for on the links of the Kobe Golf Club at Rokkoso on the 25th Sept. and resulted in a win for Mr. A. S. Clark, of Kobe, with two rounds of 81+88=169, which must be considered a very fine performance considering the difficult conditions which prevailed. The morning was misty with a high north-westerly wind and, although the mist cleared away in the forenoon, the wind increased to a gale in the afternoon which put a premium on low scoring and at some of the holes, exposed to the full force of the wind, made putting extremely difficult.

Baseball Champions.

Detroit and Pittsburgh are the pennant winners in the big baseball leagues for the 1909 season. Detroit and Chicago were the "chance" last year. In the game for the championship between Detroit and Chicago last year, Chicago won by four games to one.

FOR WHOOPIING COUGH.

CHINA Whoooping Cough Remedy. It will keep the cough loose, expel the mucus and soothe the inflamed membrane, and soothe the inflamed membrane, and soothe the inflamed membrane.

W. S. BAILEY & Co., Ltd.
ENGINEERS AND SHIPBUILDERS.

OFFICES AND WORKS,
KOWLOON CITY ROAD.
TELEPHONE, K. 21.

**HARMSTON'S
GRAND CIRCUS**
AND ROYAL MENAGERIE OF PERFORMING
WILD ANIMALS.

ALWAYS THE HARMSTON RECORD.
Packed Jammed to the Doors.
(MONEY REFUSED).

EVERY EVENING at 9.15 Sharp.
DOORS OPEN ONE HOUR EARLIER.
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LONDON & CONTINENTAL ARTISTES
30 IN NUMBER 30

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For full particulars read our Descriptive Hand Bills.

FIRST MATINEE WEDNESDAY, October 6th.

Children Half-price to Matinees only.
DOORS OPEN 3 O'CLOCK. PERFORMANCE AT 4 P.M. SHARP.
N.B.—Soldiers and Sailors in uniform Half-price to the \$1.00 and \$2.00 Seats.

Booking at ROBINSON PIANO CO., LTD.
Notice—Special Trains running before and after performances.

MADAME HARMSTON-LOVE, COL. BOB LOVE, R. ALTON,
Proprietors, Hongkong, September 25, 1909.

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YOU WILL NEVER if you Visit MOHIDEEN & THAHA
in D'Aguiar Street, the new JEWELLERS
and DEALERS in

CEYLON PRECIOUS STONES

AND OTHER JEMS OF EVERY DESCRIPTION.

Hongkong, September 1, 1909.

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Letters of a Japanese School Boy, by Wallace Irwin, \$1.75
The Gentle Giant, by O. Henry, 1.75
The Future's Pray, by M. E. Mann, 1.75
Averaging Children, by M. E. Mann, 1.75
A Wild Beauty, by Dick Donovan, 1.75
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Castles, by Robert Barr, 1.75
Marry, by W. Graham, 1.75
Elizabeth Visits America, by Eleanor Glynn, 1.75
Barbery Sheep, by R. Hichman, 1.75
Autumn, by E. Oldmeadow, 1.75
The House of Whispers, by W. L. Gansu, 1.75
The Life of Frank Buckland, by G. C. Kempster, .80
Humours of the Country, Chosen by R. U.S., 2.25
George Bernard Shaw, by G. E. Chesterton, 4.50
A Wanderer in Paris, by E. V. Lucas, 3.10
Economic Sophisms or Fallacies of Protection, by F. Bastiat, 3.10
Medical Missions in China, by Rev. W. A. Tatchell, Illus., 3.75
The Decay of the Church of Rome, by J. McCabe, 6.50
Le Nu Au Salon, 1909, 2.50

NOTICE.
WE have authorized Mr. ARCHIBALD DAVID to sign our Firm per Procuration from this date.
S. J. DAVID & CO.
Hongkong, October 4, 1909. 1248

NIGHT STEAMER TO CANTON

New Twin Screw Steamer,
S.S. SAN CHEUNG

Fitted throughout with Electric Light and Fans supplied in all cabins.
(Captain J. McGarry.)

LEAVES Hongkong for Canton at 9 P.M.
SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 6.30 P.M. on MONDAY, WEDNESDAY & FRIDAY.

First 1st Class \$2.50 single passage. Meals included \$1 extra.

Services, passengers must be paid for.

CHEUNG ON STEAMSHIP CO., LTD.
No. 225, De Young Road Central.
Hongkong, November 12, 1908. 124

RAVES Hongkong for Canton at 9 P.M.

YORK BUILDINGS,
(1st Floor), HONGKONG.

Office Tel. 195. Residence K20.

Tel. Address: Waiwan, HONGKONG.

Hongkong, April 14, 1908. 518

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8 and 10, Ice House Road.

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FOR L. KURY, COMFORT, QUIET, FRESHNESS AND BRIGHTEST DINING.

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RACKET PRESSES.
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A SMALL CASK OF

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IS JUST THE THING FOR A

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COOL AND REFRESHING
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Hongkong, June 28, 1909. 835

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LIGHT AND REFRESHING

SUMMER BEVERAGES.

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H. PRIOR & Co., Ltd.
VICTORIA DISPENSARY.
A. S. WATSON & Co., Ltd.
KOWLOON DISPENSARY.
FRENCH TORE
WATKINS,
AND EVERYWHERE

SOLE AGENTS:
THE MITSUI BUSSAN KAISHA.

Hongkong, July 7, 1904. 874

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THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO HINTER.

BAND AT LOBBY & DINING. A. F. DAVIES, Manager.

PEAK HOTEL.

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Adjoining the Tramway Station, 1,400 feet above Sea Level.

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Rooms—Single 40 per day. Telephone Add. 1,000.
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Hongkong, February 5, 1908. 51

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NEW AUTUMN GOODS

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Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,
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Jade Stone and Chinese Made Gold Jewellery.

GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.

Repairs of Watches and Jewellery effected by experienced Europeans.

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Safe remedies for allaying the irritation.

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For the Bath and all Toilet Purposes.

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One Pint Tins 50 Cents. One Gallon Tins 92

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ROURNVILLE

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FOR BATHING PARTIES.

BLACKBERRY BRANDY.

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WATCHMAKERS AND JEWELLERS.
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NEW SELECTIONS OF
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HIGH-CLASS GOLD AND SILVER WATCHES
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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
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Hongkong, January 27, 1908

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'BRAND EXTRA'
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Purveyors to H. I. M. the Emperor of Germany and
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FINE CHAMPAGNE BRANDY.
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and others. At many highly important Banquets it is
the only brandy served.

BUMANN AND BERBLINGER.
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Telephone No. 427.
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The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Bile, Eructations, Bilious Affections.

DINNEFORD'S
MAGNESIA

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KNIFE POLISH
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BLACK LEAD SOAP FOR CLEANING
POLYBRILLIANT METAL POMADE
NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES

BRETEL FRERES' BUTTER - THE BEST IN THE WORLD
To be had in all respectable wholesale and retail provision Import Houses

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**SOLE AGENTS FOR KISHIDAIRI, MI-
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HAVING been appointed AGENTS in
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ASSURANCE COMPANY, we are
pleased to accept approved European and
Chinese risks at current rates.
JOHN D. HUMPHREYS & SON.
Hongkong, August 17, 1908.

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SHIP to St. Andrew's Society are
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Undersecretary for submission to the General
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the ANNUAL SUBSCRIPTION \$3.00. Any
respectable Scotman is eligible for
Membership.
DAVID WOOD,
Hon. Secretary.
Hongkong, September 6, 1908. 1138

SINGON & CO.
IRON, STEEL, METAL AND HARD-
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and Retail Importers. Pig Iron and
Foundry Castings. General Store
keepers and Shipchandlers. Nos. 55 and
57, HING LOONG STREET, (2nd Street, west
of Central Market) Telephone No. 515.
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ANTI-FRICTION METALS,
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TAILORS AND DRESS-MAKERS
Charges moderate and to suit all.
Nos. 142 & 144, Queen's Road
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rebuild and modernized premises.
The latest sanitary improvements employed. Strictest cleanliness all over the place.
Use only First-class Flour and other Materials.
The Company has secured the services of Messrs J. SOMMER and A. SOLOZOWSKI
for the Bakery and Confectionery Departments. The long experience of both Gen-
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best ever produced in the Colony will be supplied.
The Patronage of the Public is respectfully solicited.
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ORIENTAL HOTEL
No. 2, Queen's Road Central.
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BY permission, the Band of the 13th Rajput will play during and after dinner on
SATURDAY EVENING, on the occasion of the SECOND ANNIVERSARY
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PARTICULARS AND RATES on application to MANAGER.
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subjects to commence on WEDNES-
DAY, October 8th:-
ENGINEERING SECTION:
Building Construction and Drawing.
Machine Drawing.
Steam.
Mathematics.
Mechanics.
Electricity.
COMMERCIAL SECTION:
English.
French.
Short-hand (including Typewriting).
Book-keeping.
SCIENCE SECTION:
Chemistry.
Physics.
Sanitation.
TEACHERS' CLASS:
English.
Students should attend at the Institute
on MONDAY or TUESDAY
evening, between 6 and 7 p.m.
Copies of the Prospectus and Entry
Forms for intending Students may be ob-
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Prizes and Certificates earned last Session
will be distributed by the Hon. Mr. BRADLEY
on Queen's College Hall on MONDAY,
Oct. 12th, at 5.30 p.m.
E. RAIPHS,
Director.
Hongkong, September 30, 1908. 1231

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SWATOW KIA LAK FACTORY.
MANUFACTURERS, WHOLESALE & RETAIL
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ALL OF THE BEST QUALITY.
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exclusively European management has been OPENED at the above entirely
rebuild and modernized premises.
The latest sanitary improvements employed. Strictest cleanliness all over the place.
Use only First-class Flour and other Materials.
The Company has secured the services of Messrs J. SOMMER and A. SOLOZOWSKI
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THE BUTLER WRIGHT CASE

APPLICATION FOR CHANGE OF VENUE.

(From our own Correspondent.)
 SHANGHAI, October 4.
 Mr. J. C. Douglas applied before the Chief Justice (Sir Haviland de Saumarez) at the Supreme Court, to-day, for a change of venue of the Butler-Wright trial to Shanghai, on the ground of the prejudice likely to be exercised against defendant at Canton.

The Chief Justice is to give his decision on Wednesday, and in the meantime he will telegraph to Sir John Jordan, H.B.M.'s Minister at Peking, with a view to ensuring that His Excellency Wei Han, Director-General of the Chinese section of the Canton-Kowloon railway, shall be available to give evidence at the trial. His Excellency was a witness at the preliminary hearing at Canton, when it was stated that he was removing from China.

HARBOUR RESCUE.

By some means a small boat containing a number of sailors, which was being towed by the s.s. Taming while returning to her buoy this morning, capsized and the occupants were thrown into the water. Fortunately Mr. Nolasco, of Messrs. Butterfield and Swire, was in the vicinity with his launch and effected a rescue, the sailors being little the worse for their wetting.

THE TYPHOON.

The Hongkong Observatory reports to-day that the depression located yesterday remains almost stationary to the N.E. of Luzon, and the Manila Observatory sends news to the American Consulate-General of the same area of depression, though it cannot make up its mind whether the typhoon is moving W. or W.N.W. Sunday's typhoon, which put Hongkong on the qui vive, has reached Hainan, while the barometer, we observe, is falling in Tonkin and Northern Annam, so it may eventually blow itself out there.

The following telegram was received from the Manila Observatory at 1.40 p.m. to-day:—

Cyclone or Typhoon E.N.E. of Aparimoving W. or W.N.W.

PRINCESS FUSHIMI, JUNIOR, IN HONGKONG.

Princess Fushimi, junior—who is travelling incognito—arrived in Hongkong by the German mail steamer Prinz Eitel Friedrich. Mr. Funatsu, the Japanese Consul-General, and the leading members of the Japanese community went over to the Kowloon wharf to meet her. Her Imperial Highness is joining her husband in Paris, after which they will make a series of calls at the principal Courts of Europe and proceed homeward via America. The Princess, accompanied by the Consul-General, spent the morning eight-o'clock in the city and at the Peak, later returning to the residence of Mr. and Mrs. Funatsu where she was entertained. In the afternoon the distinguished visitor returned to the mail boat.

S.S. LIGHTNING IN A TYPHOON.

Saloon and Cabins under Water.

The s.s. Lightning, under the command of Captain A. E. Gendle, which left Singapore on September 23, arrived this morning having encountered tempestuous seas. Up to Sunday the weather was fine and clear with a light wind but from noon on that day until its arrival in Hongkong the vessel had a rough experience. When 293 miles from Hongkong the barometer commenced to fall rapidly, heavy, black clouds meanwhile forming to the north and north-west. The sea was increasing and much confused with frequent heavy swells, the sea coming from west to north-west indicating that the vessel was approaching the centre of the storm. The wind being at N.W., at 4 p.m. the barometer read 29.57, a fall of one-tenth from noon. Slowing down a course was then made for S.E. until 7 p.m. when full speed ahead was ordered. About half an hour afterwards the wind shifted to N.W. and W. and a tremendous sea getting up meanwhile with violent squalls, the sea being very confused, the ship labouring heavily and shipping quantities of water. Everything was made fast, the hatches well battened down and oil bags hung over the sides which considerably reduced the heavy seas which were breaking over the ship. It is estimated that about 9 p.m. the good ship must have been within one hundred miles of the centre of the storm. Keeping to her course the wind was blowing steadily from the S.W. about 1.45 a.m. on the following morning the intervals between the squalls being much longer. The anchor was dropped until about 6 a.m. when the weather cleared somewhat. The saloon and the cabins were all under water and after another day of tempestuous seas, which seemed to indicate that the vessel was passing through the track of the storm, the weather cleared slightly. Right up to Hongkong heavy seas were running.

Both the s.s. Zafro and the s.s. Yonegawa from Manila arrived, having encountered heavy confused seas and strong winds.

SPORTING.

Football Notes.

At last we are off the mark. Three of the Clubs who have entered for the First Division of the League had their teams out on Saturday, and on the whole they gave the spectators something worth watching. Of course, there was not that dash and condensation which characterises mid-season football, but this will all come back with surprising rapidity now that the ball has really been set rolling.

It is as yet too early to form definite opinions as to how the various combinations will shape; the wise man is always content to wait awhile. One can go as far, however, as to say that it was satisfactory to see the new Club on the other side of the Harbour pulling off their first encounter, though they appear to have had a fair share of luck, especially towards the end, when the soldiers failed to find the net with a penalty shot. If the Kowloon men are to do well in their initial season they will have to get in plenty of solid practice, for most of the teams which will oppose them will have the advantage accruing from the fact that at least the larger sections of their teams have previously worked together. Above all, there must not be too much shuffling and changing in the constitution of the side. Having found a fairly well-balanced team the best policy is to stick to it.

So far as I have been able to gather, the prospects of most of the other League teams are fairly rosy. The Royal Engineers got well off on Saturday when they overcame the Naval Yard by two goals to love. There were new-comers in the ranks of both teams, but the Sappers were, on play, by far the more effective side. They will have to be seriously reckoned with this year. The Buffs have plenty of capable men to draw from, and they will make a bold bid to achieve a triple victory by endeavouring to head the League, win the Shield, and come out top in the Second Division with their Drummers team. It's a formidable task, but the Buffs are made of the right stuff.

Speculation is rife as to how the Hongkong Club will fare. Ever since the little misunderstandings of last year were cleared away they have shown a truly sporting spirit, and they are naturally now very anxious to make a good show in their first association with the League. They will feel very severely, I am afraid, the loss of Brown and Wood, who have thrown in their lot with the new Kowloon Club, while it is true that at all this season, they will mean a further weakening. I hear that he will confine his interest in football to refereeing, and that he has already applied to be examined.

Hamilton, Barlow, Kew and Weston will likely be seen donning the Club shirts again, and the remainder will probably be new faces, or, at least, most of them. The services of McCubbin, who last season rendered such yeoman service to the Y.M.C.A., have been secured. He should be a most useful man. Then, too, I understand that a clever outside left, in the person of a Mr. Altheison, has come to the Colony and will be seen in the Hongkong ranks. He is spoken of as having played for one of the Scottish League clubs; at any rate, he comes with a splendid reputation. Before leaving Hongkong Club affairs allow me to congratulate the officers on their sporting decision to vote a sum of \$50 to the Shield funds. May other clubs follow suit.

After my note advocating such an arrangement, it was particularly gratifying to me that the League has been able to draw up something like an extended list of fixtures for the season, instead of meeting week by week and doing the work piecemeal. Now most of the Clubs will see how the land lies, and the players will be able to get into special training for any particularly arduous tussles which they may see ahead. Clubs should remember that time and care have had to be exercised to arrange the list. It is therefore to be sincerely hoped that the fixtures will be fulfilled on the dates arranged, and that postponements will not be made except when it is absolutely impossible that the games can be contested. There are special reasons why the list should be adhered to as far as possible for it is hoped that after the League and Shield programmes, either an inter-colonial contest, between any representatives of England and Scotland in the Colony, or a triangular championship between Naval, Military and Civilian sides takes place.

It is satisfactory that the referee question is being tackled here. The results of the examinations should be to supply us with a strong force of capable men to hold the whistle. The men who last year were seen on the field and who gave satisfaction to the various Clubs will not need to go up for examination. Their names are:—Messrs F. Browne, Jameson, Sergt. Edwards, Sapper Eligh and Gunner Marsh. So far the following have applied to be examined:—Messrs W. A. Goggin, S. E. Gregory, Hanson, and Q. Metz-Sergt. Barnefather.

THE OIL.

A REMEDY THAT CURES COLIC.
 "Come time back I had a very bad attack of colic," says Mrs. C. P. P. of Middlebury, Cape Colony. "I was an advertisement in the paper of Chamberlain's Colic, Cholera and Diarrhoea Remedy, which I at once got from the chemist, Mr. W. O. Turpin. After I had used the first dose I got better, and when the bottle was finished I was well. I can safely recommend it to any one who suffers from colic. It is the best I ever used." For sale by all chemists and storekeepers.

HARMON'S CIRCUS.

Despite the inclemency of the weather on Monday night, quite a large number turned out to witness the many clever items at Harmon's circus. The artistes were not at all depressed by climatic conditions and the usual high standard of talent was displayed throughout the evening. The matinee advertised for 3 p.m. tomorrow afternoon should prove a great attraction to the little folks in the Colony. The tent suffered very little by the high wind and shows the care that has been taken in making a substantial erection for the convenience of the public.

The tramway service to Kennedy Town is excellent.

BLOWING STEAM WHISTLES IN THE HARBOUR.

The following letters have been sent us for publication by the Hongkong General Chamber of Commerce.

1 Des Vaux Road, Hongkong, 11th August, 1909.

Dear Sir,—We beg to acknowledge receipt of your letter of the 7th instant. We have always understood from Captains of ships, and generally, that the whistling regulations as originally framed worked quite satisfactorily. They are as follows:—

No steamship when at anchor near or lying off the Praya, or when moored to or waiting at any wharf or landing place, shall use the steam whistle, nor shall such steamship, when under weigh, use the steam whistle, except for the purpose of giving necessary notice of her approach towards any other vessel.

No steamship when entering or leaving the Harbour, or when at anchor therein, shall use her steam whistle, except for the purpose of navigation or to avoid collision. The use of such steam whistle for any other purpose is hereby prohibited.

They will be found in Table "M" of the Schedule to the Ordinances as it was originally enacted.

We would recommend that the shipping members of your Committee make enquiries of their Captains as to whether the regulations as quoted above are not satisfactory, or whether they would suggest any amendments.

It will probably be clear to your Committee that it is the views of the Captains themselves which are really important on a point like this.

(Sgd.) DRACON, LOOKER and DRACON.

Hongkong Chamber of Commerce, 12th August, 1909.

Dear Sir,—I beg to acknowledge receipt of your reply of 11th August 1909, to my letter of the 7th inst. on the subject of the blowing of steam whistles in the Harbour, and to state that the contents thereof have been brought to the attention of the Committee.

I am, &c., (Sgd.) E. A. M. WILLIAMS, Secretary.

The following letter was addressed to the Government:—

Hongkong, September 29.

Sir,—I am directed by my Committee to address your subject of Regulation No. 21 of Table "M" of the Merchant Shipping Consolidation—Ordinance No. 10 of 1899 and its relation to the control of nuisances caused by the unnecessary blowing of steam whistles in the Harbour.

The effect of the present regulations is, that unless the steamship blow her whistle when in the waters of the Colony strictly for the purposes of regulations 10, 28 and 31 of the regulations for preventing collisions at sea, a nuisance is committed for which the Master can be fined.

My Committee are given to understand that it is the invariable practice of seamen, both in the waters of this Colony and in other crowded anchorages, to give a warning on the whistle of a steamship's approach to small craft, whose presence or course might constitute danger either to themselves or to the steamship.

This warning is necessary from steamers approaching their boats or wharves under their own way and thus under little control. Still more is it required in a Harbour congested with small craft and subject to the influence of tide.

Under regulation No. 21, as at present framed, a steamship cannot adopt the customary method of warning small craft without being liable to conviction for a nuisance.

On the assumption that the giving of these warnings is in accordance with the ordinary practice of seamen, Regulation 21 would also seem to be contrary to regulation No. 6 of Table "M" which reads:—

"6. All vessels irrespective of size shall, whether in a fairway or not, observe the international Collision Regulations, and shall, whatever shall anchor in any of the fairways; and likewise to regulation No. 29 for preventing collisions at sea."

The result of enquiries made of Masters of Vessels through the Shipping Members of my Chamber, is the unanimous opinion that, in order to prevent accident to small craft and possible loss of life, these steam whistles in the Harbour to warn native boats of the approach of a steamer is an absolute necessity, and it is considered that the case would be met by a revision to the regulations, as originally framed, a copy of which is annexed.

My Committee trust that His Excellency the Governor may give this matter his consideration and that he may see his way to make such a much needed reform. Your obedient servant, (Sgd.) E. A. M. WILLIAMS, Secretary.

LONDON LETTER.

(From Our Own Correspondent.)

London, September 11.

The political situation in the British Empire of conversation at Home now seems speculative. It is as if we were to have a little talk about for right the exception of politics there is very little else doing. Everybody of importance is holiday-making, and but for the Members of Parliament engaged in the Budget fight the Clubs would present their usual deserted September appearance. The final stage of the Budget is rapidly approaching, and not a few predict a general election in the spring. We shall have a flood of history this month. In a few days time Lord Rosebery will deliver an attack on the Budget at Glasgow. The Glasgow Liberals are also endeavouring to induce Mr. Lloyd George to deliver an oration in Glasgow as a counterblast to the ex-Liberal Premier, but I understand that there will be a difficulty in finding a suitable date.

Pressure is being brought to bear upon the Unionist leaders to reject the Bill in the Lords, but it must not be overlooked that those Tariff Reformers who are moving in the matter are primarily followers of Mr. Chamberlain and have democratic leanings. Consequently they are not affected by any particular nervousness as to the "knock" the peers may get by being placed in the forefront of the fight. The Tariff Reform policy, which is everything to them, could not be affected one way or another by a general election that might bring an increase in their strength, and yet check the power of the Lords. What the Tariff Reformers desire is a gain in fighting capacity in the Commons. The Peers will have no part in the settlement of tariffs whenever the Unionists may come into office, so the apprehensions of those Conservatives who do not wish the peers to be brought into the fray are regarded by the Tariff Reformers with equanimity. A large number of the Peers unreservedly dislike the new land legislation, and it remains to be seen whether they form a sufficiently large force to overthrow the Budget. The next month should decide the issue one way or the other, and in all probability Renter will have sent you the result before the arrival of this letter.

So much for politics. We have had two exciting events since my last letter. One was the great Aviation week at Rheims and the other the reported discovery of the North Pole by an American explorer named Dr. Cook. The English papers spread themselves largely over the Rheims week, but it must be confessed that so far the average British reader has not shown any keen desire to master the intricacies of aeroplanes, biplanes and heavier-than-air machines. The Daily Mail did its best to educate the British reading man to a further realization of the possibilities of the new invention and printed columns of the daily doings at Rheims. All to no purpose, however, and last week it made a full and frank confession. In a leading article it explained that every mail for weeks past had brought in letters of protest from all over England. "You give me nothing but airships," the writers complained. "Why can't you give us more news?" This was in reality a frank indication of the resentment against aviation which has filled the minds of the English people for months past. Month after month while Frenchmen and Germans were experimenting, the *Mail* was trying to arouse us to the dawn of a new era. During the Rheims week the other papers threw in their weight, but the great mass of opinion was unaffected. It appears that England is not interested in aviation. The Chancellor of the Exchequer, who went to Rheims for the week end, expressed his regret that England was so far behind. The latest proposal is to hold an aviation "week" at Blackpool, so perhaps after all we have determined to "wake up."

Public opinion hardly knows what to make of Dr. Cook. The majority of the English papers take up a non-committal attitude, and prefer to wait for his "proofs" before congratulating or condemning, but some of the others, notably the *Mail* and the *Chronicle* have adopted a distinctly critical position. The peculiar kind of awkward questions. The peculiar point is that Dr. Cook did the journey to the Pole in a month of wondrously easy travelling and then taking a year to return, he mysteriously announces his discovery from Lerwick in the Shetlands, while journeying from the Arctic to Copenhagen on board a Danish boat. His story is easily lacking in those silent features which one would expect, and day after day he fails to produce those "proofs" for which the scientific world waits. His diary, which one would have thought to be a precious possession, has been posted, so Dr. Cook says, to America. Meanwhile the worthy doctor is already a national hero in the States, and Americans are busily considering what to do with their new possession. Possibly the North Polar regions will be looked on to the Stars and Stripes as a new State.

Rear Admiral Melville, who has made three Arctic voyages on behalf of America, calls this whole thing a "fak." He expresses his opinion that Dr. Cook's voyage was of too scanty a nature for him to have won through and declares that he is not at all convinced by the accounts received. Dr. Cook states that he left a sealed book containing a record of his achievement on the place where he located the Pole, which was "low-lying in an arctic direction. The achievement has already given rise to proposals in geographical circles in England for a repetition of the task on behalf of this country and in such a way as to render the conquest of the North Pole a reality. The discovery of Dr. Cook's voyage there is a matter of interest here in Polar research and there are indications that at any rate distant date both Poles may be again attacked.

The Convention signed this week between China and Japan passed almost unheeded by the English press. They *London Post* thinks it would help to break down the barrier of ill-feeling and suspicion which a number of prolonged and irritating disputes have created between the two nations. For

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From Hongkong	From Quebec or St. John
EMPIRE OF JAPAN	ALLAN LINE
EMPIRE OF CHINA	EMPIRE OF BRITAIN
EMPIRE OF INDIA	EMPIRE OF BRITAIN
EMPIRE OF AUSTRIA	EMPIRE OF BRITAIN

PORTLAND & ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBÉ and YOKOHAMA.

Operating in connection with the OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, via SHANGHAI.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, KOBÉ and YOKOHAMA	TOURANE	Oct. 11, p.m.	
MARSEILLES, via PORT	OCEANIE	Oct. 12, at 1 p.m.	
SHANGHAI, KOBÉ and YOKOHAMA	ARMAND BEHIO	Oct. 25, p.m.	
MARSEILLES, via PORT	SYDNEY	Oct. 26, at 1 p.m.	

TRANS-SHIPING on the Co.'s Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for LIVERPOOL, CONNOR, TROYES and BLACK SEA.

Through Tickets to London, via PARIS, from £27.10 up to £71.10. 30 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars apply to

P. de CHAMPORIN, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE,

HAMBURG.

FAST-ASIATIC FREIGHT SERVICE.

REGULAR-SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, via STRAITS AND COLOMBO, to HAYRE, BREMEN and HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North American and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and ALL NORTH and SOUTH AMERICAN PORTS.

Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabia and Persian Gulf Ports.

Next sailings from HONGKONG.

Outward	Homeward
For Shanghai, Yokohama & Kobe	For Havre, Bremen & Hamburg
For Yokohama, Kobe & Shanghai	For London & Liverpool
For Hongkong, Shanghai & Yokohama	For Antwerp & Hamburg

HAMBURG-AMERIKA LINIE Hongkong Office.

Shipping.

PACIFIC MAIL S.S. COMPANY.

TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, its most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
MANCHURIA	SATURDAY, 16th Oct., at Noon
CHIYO MARU	FRIDAY, 22nd Oct., at Noon
MONGOLIA	SATURDAY, 13th Nov., at Noon
TENYO MARU	FRIDAY, 19th Nov., at Noon
KOREA	TUESDAY, 30th Nov., at Noon
KURE MARU	FRIDAY, 10th Dec., at Noon
SIBERIA	FRIDAY, 17th Oct., at Noon

Faras: Hongkong to London £71.10. 0. including Berth and Meals across America.

INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 9th Oct., at Noon.

Asia.....9,500 " SATURDAY, 30th Oct., at Noon.

The a.s. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, October 9th, at Noon.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London: via Canadian Atlantic Ports £43.

Hongkong to London: via New York £45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Companies, Kure's Bureaux (opposite Blake Pier).

A. SILVERSTONE, Agent.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KANAGAWA MARU, Capt. J. Nagao, Tons 6500	WEDNESDAY, 13th Oct., at Daylight.
	HAZAKI MARU, Capt. J. Dohji, Tons 6500	WEDNESDAY, 22nd Oct., at Daylight.
VICTORIA, B.C. & SEATTLE, via SINGAPORE, MOJI, KOBÉ, YOKOHAMA, KAIKAI, and YOKOHAMA.	ARI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 12th Oct., at Noon.
	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	KAWATA MARU, Capt. T. Sakai, Tons 5000	FRIDAY, 30th Oct., at Noon.
	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 23rd Nov., at Noon.
BOMBAY, via SINGAPORE and COLOMBO.	YETOBORU MARU, Capt. K. Soyeda, Tons 4500	MONDAY, 11th Oct., at Noon.
SHANGHAI, MOJI & KOBÉ.	BOMBAY MARU, Capt. W.A. Evans, Tons 5000	MONDAY, 11th Oct., at Noon.
	ADO MARU, Capt. G. O. Remy, Tons 6500	FRIDAY, 15th Oct., at Noon.
KOBÉ & YOKOHAMA	HIRANO MARU, Capt. H. Fraser, Tons 9000	FRIDAY, 22nd Oct., at Noon.
	NIKKO MARU, Capt. M. Yagi, Tons 6000	TUESDAY, 23rd Oct., at Noon.

Fitted with new system of wireless telegraphy. Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 1000 Ton Passenger Steamers will be despatched from Hongkong as follows:—

Miyasaki Maru (Capt. T. Marai) About Wed., 20th Oct.

Kitano Maru (Capt. F. R. Cope) About Wed., 17th Nov.

Hirano Maru (Capt. H. Fraser) About Wed., 11th Dec.

Kamo Maru (Capt. F. L. Sommer) About Wed., 12th Jan.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO, Manager.

MIYASAKI & CO.,

COAL MERCHANTS.

HEAD OFFICE: SHANGHAI, KORE, JAPAN.

BRANCHES: HONGKONG, SHANGHAI, MANILA, CEBU, YOKOHAMA, KOBÉ, SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.

CABLE ADDRESSES: MIYASAKI, SHANGHAI, KORE, JAPAN. MIYASAKI, HONGKONG, CHINA. MIYASAKI, MANILA, PHILIPPINES. MIYASAKI, CEBU, PHILIPPINES. MIYASAKI, YOKOHAMA, JAPAN. MIYASAKI, KOBÉ, JAPAN. MIYASAKI, SINGAPORE, MALAYA. MIYASAKI, PENANG, MALAYA. MIYASAKI, COLOMBO, Ceylon. MIYASAKI, SUEZ, Egypt. MIYASAKI, PORT SAID, Egypt.

The Head and Branch Offices will receive any Order for

JAPAN COALS.

S. KUBO, Manager, HONGKONG.

EDUCATION IN THE SEVENTIES.

An interesting article appears in the September number of the Canadian Magazine on the subject of "Winchester College in the Seventies." The following extract shows the progress which has been made since those days: "One's routine of 'sweat' as a junior in chambers was quite formidable. At 6.15 a.m. a bell rang from chapel tower; junior called every inmate of the chambers with the words 'First post.' Between 6.15 and 6.45 a.m. he had, with the help of second junior, to fill with cold water and empty the same bath for six people in succession, to get them in and out of it. By 6.45 a.m. it must be at the service of the prefect, who took it first. Also if it were cold, and hot water were needed by prefects for their hands, junior had to light a fire and to reduce to a state in which they would produce more or less clean water boilers which had been used overnight for coffee, or worse still, porridge. Cold water, salt, and a bit of stick—these were the materials and implements; and if anybody likes to try for himself, he will find that the extraction of the half-baked porridge from the spout of a boiler is a long way from child's play.

"It was worse still, of course, as winter advanced, and the salt and black were worked together into chapped skins; and, worst of all, when condense in chambers were frozen; junior and second junior, half clad, had to fetch 'toepan' after 'toepan' full of water from Chamber Cook condense over the way. Besides that, junior had to dress and wash himself, to be ready to the book and call of prefects at any moment, and to put in an appearance in class rooms, fully two hundred yards distant, at seven o'clock. Juniors in chambers were therefore dirty little wretches as a rule; and who could blame them!"

Hotels.

KING EDWARD HOTEL.

HIGH-CLASS PRIVATE HOTEL.

LADIES AFTERNOON TEA ROOMS.

PRIVATE BATH AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Tables D'Hôte at Sea-Side Terrace.

Tele. Address: "VICTORIA," Hongkong.

For Terms, etc., apply to the MANAGER.

Hongkong, October 2, 1909. 1353

BRASSIDE, PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well-Furnished Rooms, Every home comfort. Fine View of the Harbour.

Telephone, No. 890.

Apply to M. F. W. WATTS, "Brasside," 20, Macdonnell Road.

Hongkong, September 2, 1909. 1374

VICTORIA HOTEL.

SHAMKIN, CANTON.

Manager—Mr. H. H. HAYES.

Telegraphic Address: "Victoria Shamkin."

Situated on the British Concession.

MACAO HOTEL.

MACAO.

Telegraphic Address: "Farmer Macao."

Situated in the Centre of the Fray's Grand.

Both Hotels electrically lighted and under experienced European Supervision.

Guinea and Orange Pains.

Every information and special attention to Tourists. Reasonable Rates.

Wm. FARMER, Proprietor.

Macao, May 13, 1909. 1750

KINGSCLERE, PRIVATE HOTEL.

PROPOSED from Kennedy Road and Macdonnell Road.

Tel. No. 184. Tele. Address: "Kingsclere."

Apply to A. B. C. Code, 4th St.

Electric light, hot and cold water throughout. Billiard, tennis, croquet, putting green and fine stabling for horses.

Proprietress, Mrs. F. SAUERE.

Hongkong, September 1, 1909. 1508

THE BACK DOOR.

"A SKETCH OF WHAT MIGHT HAPPEN."

Reprinted from the "CHINA MAIL."

To be had at the "CHINA MAIL" Office, 5 Wyndham Street.

Price: 30 Cents.

SECOND EDITION.

HONGKONG: BY THE CHINESE PRESS.

Printed by the Chinese Press, Ltd., 5 Wyndham Street, Hongkong.

For Sale at the "CHINA MAIL" Office, 5 Wyndham Street.

Price: 30 Cents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, via NINGPOO, SHOYANG, SINGAPORE, KAMARANG, POOSHING	Yokohama	WEDNESDAY, Oct. 6, at 3 p.m.	
MANILA, via SINGAPORE, TIENTSIN	Yokohama	THURSDAY, Oct. 7, at 3 p.m.	
TIENTSIN, via SINGAPORE, WEIHAIWEI & CHEFOO	Yokohama	FRIDAY, Oct. 8, at 3 p.m.	
SHANGHAI, via NINGPOO, SHOYANG, SINGAPORE, KAMARANG, POOSHING	Yokohama	MONDAY, Oct. 11, at 3 p.m.	
SHANGHAI, via NINGPOO, SHOYANG, SINGAPORE, KAMARANG, POOSHING	Yokohama	TUESDAY, Oct. 12, at 3 p.m.	

RETURN TOURS TO JAPAN. Occurring 26 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Kaitai, Lahad Dato, Singapore, Tawau, Uluat, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
General Managers.

CHINA NAVIGATION CO., LD.

CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL ON	REMARKS
TSINGTAO & NEWCHOW	Yokohama	Oct. 5, Daylight	
SWATOW, WEIHAIWEI, CHEFOO & KAITAI	Yokohama	Oct. 6, at Noon	
MANILA, via SINGAPORE, TIENTSIN	Yokohama	Oct. 6, at 3 p.m.	
AMOI, NINGPOO & SHANGHAI	Yokohama	Oct. 7, at 4 p.m.	
SHANGHAI, via SINGAPORE, TIENTSIN	Yokohama	Oct. 7, at 4 p.m.	
CEBU & ILOILO	Yokohama	Oct. 8, at 4 p.m.	
NEWCHOW	Yokohama	Oct. 11, at 4 p.m.	
MANILA, ZAMBOANGA and USUAL	Yokohama	Nov. 5, at 4 p.m.	

AUSTRALIAN PORTS.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SAUTU".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

* MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons.

FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhai, Chusan, Lian, Chubana)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES INCLUDING WINES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 38.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PORTLAND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
TACOMA, via KEELUNG, SHANGHAI, MOJI, KOBÉ, SHIMIDZU & YOKOHAMA	FITZPATRICK, Capt. E. R. Hutchinson.	4,416	Saturday, 23rd Oct., at Noon.
Do.	SEATTLE MARU, Capt. T. Saito.	6,132	Saturday, 23rd Nov., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, June 22, 1909. 71

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL ON	REMARKS
HAVER, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	PRINZ EITEL FRIEDRICH, Capt. E. Malchow.	WEDNESDAY, 24th Oct., at Noon.	
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	PRINZ REGENT LUITPOLD, Capt. R. Krichner.	WEDNESDAY, 24th Oct.	
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINZ SIGISMUND, Capt. D. Lenz.	FRIDAY, 29th Oct., at Daylight.	
YOKOHAMA and KOBÉ	OOLENZ, Capt. H. Rasmussen.	FRIDAY, 29th Oct., at Daylight.	
KUDAT and SANDAKAN	ROSE, Capt. F. Hehn.	FRIDAY, 29th Oct.	

For further particulars apply to

Norddeutscher Lloyd, HAMBURG & CO.,
General Agents, Hongkong & China.

WEATHER REPORT.

The following notice is issued from the Hongkong Observatory:—
On the 4th at 5.00 p.m.—Black South Sea and Black Sea hoisted.
On the 5th at 6.00 a.m.—Signals lowered.
At 12.10 p.m.—The barometer has risen over China, particularly in the neighbourhood of Hongkong. It has fallen over Tongking and N. Annam.
The typhoon appears to have reached Hainan.

Pressure is very little changed over the Philippines and the Loo-Choo, the depression remaining almost stationary over the Pacific to the N.E. of Luzon.
The northern depression is moving Eastwards near Vladivostok.
Pressure is high to the N.E. of Japan, and over N. China.
Strong N.E. winds may be expected in the N.W. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 2.31 inches.
Forecast for the 24 hours ending at noon to-morrow:
1.—Hongkong and neighbourhood: E. and N.E. winds, strong; fair.
2.—Formosa Channel: N.E. winds, strong.
3.—South coast of China between Hongkong and Loo-Choo: Same as No. 1.
4.—South coast of China between Hongkong and Hainan: E. gale.

To-day's Advertisements

HONGKONG CONSISTORY No. 11 & FIGUEN CHAPTER OF ROSE OROIX, No. 17.

THE MEETING called for Thursday, 23rd Sept., and postponed until further notice, will be held TO-NIGHT, at 8.30 for 9 o'clock p.m.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE

NOTICE is hereby given that Mr. R. M. DYER, having been appointed CHIEF MANAGER of the Company, takes up the duties of the position from this date.
By Order of the Board of Directors,
W. J. GRESSON,
Chairman.
Hongkong, October 5, 1909. 1255

NOTICE

THE VALUE of the HONGKONG DOLLAR, as fixed by the Director of the United States Mint for the three months to end December 31, 1907, is 40 1/2 in terms of American Gold Currency.
Consular Fee for the quarter ending December 31, 1909, will be as follows:
Invoices \$ 2.50.
Extra Copy of Invoices 2.50.
Landing Certificate 2.50.
Bill of Health 12.40.
Supplemental Bill of Health 6.25.
Hongkong Currency only is accepted in payment of fees at this Consulate General. The Invoice Clerk is forbidden to accept any Chinese coin whatever or to accept Hongkong fractional coin in amounts of over \$2.00 at one time.
STUART J. FULLER,
American Vice Consul General in charge.
Hongkong, October 5, 1909. 1256

NOTICE TO MARINERS.

No. 476.

CHINA SEA.

SHANGHAI DISTRICT.

STEEL ISLAND LIGHT.

TEMPORARY LIGHT DISCONTINUED; FORMER CHARACTER OF LIGHT RESUMED.

DEFERRING TO NOTICE TO MARINERS

No. 489. NOTICE is hereby given that on or about the 1st October the temporary light on Steel Island will be discontinued, and the former advertised character of Steel Island Light will be resumed.

By Order of the Inspector General of Customs,

V. FRED. TYLER,
Chief Inspector.

Imperial Maritime Customs,

Consular Inspector's Office,

Shanghai, September 30, 1909. 1251

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM TO

LONDON AND ANTWERP, VIA

SINGAPORE, PENANG, COLOMBO,

PORT SAID & MARSEILLES.

THE Steamship

CEYLON,

Captain H. N. RIVERA, R.M.S., will leave for the above places on or about 20th October, 1909.

Saloon Fare, \$38.10 (including surtax).

For Freight or Passage, apply to

E. A. HEWITT,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, October 5, 1909. 1253

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO PASSENGERS.

FROM SAN FRANCISCO, HONOLULU

JAPAN & SHANGHAI.

CONSIGNMENT of Cargo per Steamship

MANCHURIA.

The above-mentioned steamship, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for consignment, and take immediate delivery of cargo from alongside.

Cargo impeding discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after FRIDAY, October 8th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

No fire insurance whatever will be effected.

All cargo undelivered on TUESDAY, October 12th, 1909, at Noon, will be subject to sale.

All shelled and otherwise damaged cargo will be examined at the above Consignees' risk and expense on MONDAY, October 11th, 1909, at 10 a.m.

S. SILVERSTONE.

Hongkong, October 5, 1909. 1250

HUNG ON & CO., FURNITURE STORE.

DEALERS IN UPHOLSTERY AND IMPORTERS OF EUROPEAN GOODS OF ALL KINDS.
Electro Silver Plated, Iron, and Glass Ware, Cutlery and Hollow Ware, Manufacturers of High-Class Teakwood Furniture.
Inspection of our Stock respectfully invited.
ADDRESS: 174, QUEEN'S ROAD CENTRAL.
Lately occupied by A. Cross & Co.
Hongkong, February 23, 1909. 997

To-day's Advertisements

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS

THE TWENTY-EIGHTH ORDINARY MEETING of Shareholders will be held at the Office of the Undersecretary on FRIDAY, the 11th day of October, 1909, at 3 p.m. in the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND near Shauki wan Island Lot No. 414, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

JARDINE, MATHESON & CO., LD., General Agents.
Hongkong, October 5, 1909. 1258

PUBLIC AUCTION.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 11th day of October, 1909, at 3 p.m. in the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND near Shauki wan Island Lot No. 414, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

JARDINE, MATHESON & CO., LD., General Agents.
Hongkong, October 5, 1909. 1259

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By Order of the Board of Directors,

W. J. GRESSON,
Chairman.
Hongkong, October 5, 1909. 1255

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STUART J. FULLER,
American Vice Consul General in charge.
Hongkong, October 5, 1909. 1256

NOTICE TO MARINERS.

No. 476.

CHINA SEA.

SHANGHAI DISTRICT.

STEEL ISLAND LIGHT.

TEMPORARY LIGHT DISCONTINUED; FORMER CHARACTER OF LIGHT RESUMED.

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By Order of the Inspector General of Customs,

V. FRED. TYLER,
Chief Inspector.

Imperial Maritime Customs,

Consular Inspector's Office,

Shanghai, September 30, 1909. 1251

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM TO

LONDON AND ANTWERP, VIA

SINGAPORE, PENANG, COLOMBO,

PORT SAID & MARSEILLES.

THE Steamship

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Saloon Fare, \$38.10 (including surtax).

For Freight or Passage, apply to

E. A. HEWITT,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, October 5, 1909. 1253

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO PASSENGERS.

FROM SAN FRANCISCO, HONOLULU

JAPAN & SHANGHAI.

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No fire insurance whatever will be effected.

All cargo undelivered on TUESDAY, October 12th, 1909, at Noon, will be subject to sale.

All shelled and otherwise damaged cargo will be examined at the above Consignees' risk and expense on MONDAY, October 11th, 1909, at 10 a.m.

S. SILVERSTONE.

Hongkong, October 5, 1909. 1250

SHIPPING

ARRIVALS.

October 5.
Manduria, American Steamer, 8,750, A. Dixon, San Francisco, Sept. 2, via Honolulu, Japan and Shanghai, Oct. 5, Mails and General.
P. M. S. S. Co.

Prinz Regent, German Steamer, 5,000, E. Matthei, Yokohama, Sept. 25, and Shanghai, Oct. 2, Mails and General.
Matthei & Co.

Zofra, British steamer, 1,620, R. Rodger, Manila, Oct. 2, Hump and General.
Shewan, Thomas & Co.

Michael, German Steamer, 351, J. Petersen, Tugal Sept. 25, Sugar and Molasses.
Jensen & Co.

Yumana, British steamer, 1,120, P. H. Rolfe, Manila, Oct. 1, General.
Jardine, Matheson & Co., Ltd.

Hongkong, British steamer, 1,270, T. W. Bridges, Chingwa Sept. 28, Coal.
Burrhead & Co.

Prinz Regent, German steamer, 5,000, E. Matthei, Yokohama, Sept. 25, and Shanghai, Oct. 2, Mails and General.
Matthei & Co.

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Shewan, Thomas & Co.

STAMEN'S PASSED SUB CANAL.

September 16, 1909, Denzhu, Denzhu, Denzhu.
September 17, 1909, Denzhu, Denzhu, Denzhu.
September 18, 1909, Denzhu, Denzhu, Denzhu.
September 19, 1909, Denzhu, Denzhu, Denzhu.
September 20, 1909, Denzhu, Denzhu, Denzhu.
September 21, 1909, Denzhu, Denzhu, Denzhu.
September 22, 1909, Denzhu, Denzhu, Denzhu.
September 23, 1909, Denzhu, Denzhu, Denzhu.
September 24, 1909, Denzhu, Denzhu, Denzhu.
September 25, 1909, Denzhu, Denzhu, Denzhu.
September 26, 1909, Denzhu, Denzhu, Denzhu.
September 27, 1909, Denzhu, Denzhu, Denzhu.
September 28, 1909, Denzhu, Denzhu, Denzhu.
September 29, 1909, Denzhu, Denzhu, Denzhu.
September 30, 1909, Denzhu, Denzhu, Denzhu.

October 1, 1909, Denzhu, Denzhu, Denzhu.
October 2, 1909, Denzhu, Denzhu, Denzhu.
October 3, 1909, Denzhu, Denzhu, Denzhu.
October 4, 1909, Denzhu, Denzhu, Denzhu.
October 5, 1909, Denzhu, Denzhu, Denzhu.
October 6, 1909, Denzhu, Denzhu, Denzhu.
October 7, 1909, Denzhu, Denzhu, Denzhu.
October 8, 1909, Denzhu, Denzhu, Denzhu.
October 9, 1909, Denzhu, Denzhu, Denzhu.
October 10, 1909, Denzhu, Denzhu, Denzhu.
October 11, 1909, Denzhu, Denzhu, Denzhu.
October 12, 1909, Denzhu, Denzhu, Denzhu.
October 13, 1909, Denzhu, Denzhu, Denzhu.
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December 19,